

[011] Accordingly, it is suggested to use insulating material for the wires of electrical engines or magnets that permit significantly higher operating temperatures for the wires that are used than the ~~insulating~~ insulating materials that are used according to the state-of-the-art. ♦♦

[023] On the other hand, an asynchronous engine whose wires are provided with high temperature insulation materials as spacers for protection against contact, according to the present invention, can be dimensioned significantly smaller with the same scale, as shown in Fig. 2. In contrast to the housing, according to the state-of-the-art, the housing 8 and the ~~axis~~ axle 9 are designed thermally insulating in order to guarantee operation at higher temperatures above 200°C, for example, at temperatures of 290°C to 300°C. ♦♦

1-7. (CANCELED)

8. (CURRENTLY AMENDED) An insulated coil for ~~wires of electrical engines and magnets~~ a wire of one of an electrical engine and an electrical magnet of a motor vehicle, especially for motor vehicles, wherein the insulated coil consists of a single layer of material directly secured to an exterior the wire, and the single layer of material provides sufficient spacing and insulation to the wire to permit operation of the wire at insulating materials permitting operating temperatures above 200°C.

9. (CURRENTLY AMENDED) The insulated coil according to claim 8, wherein the insulating material[[s]] serves as a spacer ~~spacers~~ for the wires ~~or white wires~~ (10) for protection against contact with an adjacent wire to minimize a [[such that no]] flashover danger [[exists]] in case of low voltages.

10. (CURRENTLY AMENDED) The insulated coil according to claim 8, wherein the insulating material is a glass filament (11) wound around an exterior of the insulated coil.

11. (CURRENTLY AMENDED) The insulated coil according to claim 8, wherein the ~~wires (10) have~~ wire (10) has one of an oxide layer or a ceramic-elastic thin film layer.

12. (CURRENTLY AMENDED) The ~~electrical engine or electrical magnet for a motor vehicle, wherein the insulated coil is an~~ insulated coil according to claim 8, wherein the insulating coil is incorporated into the electric engine of the motor vehicle.

13. (CURRENTLY AMENDED) The insulated coil according to claim 12, wherein the electrical engine or electrical magnet further comprise a housing (8) and [[a axis]] an axle (9) consisting of at least which both are formed from one of a thermally insulating ceramic [[or]] and a thermally insulating plastic.

14. (CURRENTLY AMENDED) The ~~electrical engine or electrical magnet~~ insulated coil according to claim 12, wherein ~~they can be~~ the electrical engine is operated at temperatures ~~above 200°C~~ between 290 and 300°C.

15. (NEW) The insulated coil according to claim 8, wherein the insulating coil is incorporated into the electric magnet of the motor vehicle.

16. (NEW) The insulated coil according to claim 15, wherein the electrical magnet further comprise a housing (8) and an axle (9) which are both formed from one of a thermally insulating ceramic and a thermally insulating plastic.

17. (NEW) The insulated coil according to claim 12, wherein the electrical magnet is operated at temperatures between 290 and 300°C.

18. (NEW) The insulated coil according to claim 9, wherein the wire is a white wire (10).

19. (NEW) An insulated coil for a wire of one of an electrical engine and an electrical magnet of a motor vehicle,

wherein the insulated coil comprises a single layer of material wound around an exterior of the wire, and the single layer of material wound around an exterior of the wire provides sufficient spacing and insulation to the wire to permit operation of the wire at temperatures above 200°C.

20. (NEW) The insulated coil according to claim 19, wherein the insulating material serves as a spacer for the wire (10) for protection against contact with an adjacent wire to minimize a flashover danger in case of low voltages.

21. (NEW) The insulated coil according to claim 19, wherein the wire (10) has one of an oxide layer or a ceramic-elastic thin film layer.

22. (NEW) The insulated coil according to claim 19, wherein the insulating material is a glass filament (11) which is wound around an exterior of the insulated coil.

23. (NEW) The insulated coil according to claim 19, wherein the insulating coil is incorporated into the electric engine of the motor vehicle.

24. (NEW) The insulated coil according to claim 23, wherein one of the electrical engine and the electrical magnet further comprises a housing (8) and an axle (9) which both are formed from one of a thermally insulating ceramic and a thermally insulating plastic.

25. (NEW) The insulated coil according to claim 23, wherein one of the electrical engine and the electrical magnet is operated at temperatures between 290 and 300°C.

26. (NEW) An insulated coil for a wire of one of an electrical engine and an electrical magnet of a motor vehicle,

wherein the insulated coil consists of a single layer of a glass filament (11) wound around an exterior of the wire, and the single layer of a glass filament (11) wound around an exterior of the wire provides sufficient spacing and insulation to the wire to permit operation of the wire at temperatures above 200°C;

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the single layer of a glass filament (11) serves as a spacer for the wire (10) for protection against contact with an adjacent wire to minimize a flashover danger in case of low voltages; and

one of the electrical engine and the electrical magnet further comprises a housing (8) and an axle (9) which both are formed from one of a thermally insulating ceramic and a thermally insulating plastic.